AIR FORCE NEWS

ROYAL NEW ZEALAND AIR FORCE // ISSUE #92 // MAY/JUNE 08

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AIR FORCE ANIVERSARY
COMMENORATIONS

AUCKLAND’S
BIG PARADE

ANZAC DAY REMEMBERED
HERE AND ABROAD

WARBIRDS OVER WANAKA
AVIATION ANTICS

PHOTOGRAPHIC COMPETITION
OUR WINNERS

INTERBASE WATERPOLO
AND MORE

THREE SERVICES AS ONE FORCE, BEING THE BEST IN EVERYTHING WE DO
OUR MISSION
To carry out military air operations to advance New Zealand’s security interests, with professionalism, integrity and teamwork.

OUR VISION
We will be an Air Force that is the best in all we do. He Tauarangi matou ko te pai rawa atu i to matou mahi katoa.

The official journal and forum of the Royal New Zealand Air Force established for the information, education and enjoyment of its personnel and other people interested in RNZAF and associated matters.

Published by
Defence Public Relations Unit
HQ NZ Defence Force
Wellington, New Zealand
P: (04) 496 0289   F: (04) 496 0290

Editorial Authority
Ian Brunton

Editor
Grant Carr
Email: grant.carr@nzdf.mil.nz

Design and Layout
Amy Trlin
Email: amy.trlin@nzdf.mil.nz

Printed by
Keeling and Mundy Limited
PO Box 61, Palmerston North

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ISSN 1175-2327
Many of us serving in the RNZAF today might at one time have had some of our conversations hijacked with endings such as, ‘have we still got an Air Force?’ If you are like me, this has a tendency to annoy, particularly when it is evident to us – and hence them, right? – that the men and women of the RNZAF are out there on a daily basis creating air power effects that contribute to our security and those of others.

The Kiwi roundel on our aircraft fleets is seen at home, throughout our region and wider afield doing Air Force business, and enabling almost everything else we do as a Defence Force. So what story can we tell about ourselves? As I write this First Word, the snapshot of RNZAF operations in April typifies the commitment, professionalism and teamwork we possess as members of the RNZAF. We are about flying aircraft and delivering air power where it is needed, and we all have a role in making sure it happens.

In April, we had one C130 Hercules flying into Afghanistan to rotate NZ forces based at the Provincial Reconstruction Team (PRT) in Bamyan Province and provided airlift support to our coalition partners within the International Security Assistance Force (ISAF) throughout Afghanistan and neighbouring countries. RNZAF maintenance personnel from No.6 Squadron generated two SH2G Seasprite helicopters and maintenance flights, one each for operations aboard HMNZS Canterbury to undertake support tasks in the Pacific Islands and on HMNZS Te Mana to maintain the airborne combat capabilities she will need as she approaches the Arabian Gulf on her operational tour of duty.

Iroquois helicopters and personnel from No.3 Squadron are 12 months into an 18-month deployment to Timor Leste on Task Group MANU as part of the International Security Force to provide air mobility and aero-medical evacuation support. P3K Orions of No.5 Squadron keep a watchful eye on the economic and security well-being of our Pacific neighbours through fisheries and surveillance operations. Notably a P3 crew undertaking Orion conversion training cut their teeth by nabbing a few unlicensed fishing vessels in the Tongan EEZ, which demonstrates the considerable operational utility we have even during our training flights. This is an impressive snapshot of our Air Force doing its core military business overseas, and is what we do on a routine basis. Add the additional RNZAF contributions across our fleets to ongoing operations to protect our own borders with Government agencies such as Customs, Ministry of Fisheries and NZ Police (and there are other agencies we provide support to), and you have an indispensable organisation with a reputation to match.

Others might wonder how we are coping with reduced fleet sizes and personnel shortfalls, while at the same time our people are leading and managing projects that will see 30 new or upgraded aircraft being brought into service across six fleets, and growing our Air Force to meet future demands. A fair question! Having just taken up my current position as Air Component Commander, after three years away in Canberra, I have seen many changes in the way the RNZAF does its business.

Conducting current operations and acquiring new capabilities are competing priorities for us that we must also balance alongside our lifestyle choices as members of the RNZAF. In getting through the next 3 or 4 years, there are times when we will need to shed the less important things we are doing if it doesn’t contribute directly to delivering air power. To cope we also need to push responsibility lower into our organisation – and trust the talent that exists throughout our team. There is much to be proud of and our performance is there for all to see.

The future is an exciting one and requires us all to step up! In my view, we are well on the way to being the best in all that we do!
BASE WOODBOURNE’S GROUND TRAINING WING (GTW) FLAGPOLE WAS RECENTLY FOUND TO HAVE A LARGE AMOUNT OF ROT IN IT AND AFTER CONSULTATION AT VARIOUS LEVELS, IT WAS DECIDED THAT IT WOULD NOT BE REPLACED AS THE BASE ALREADY HAS TWO OTHER FLAGPOLES - THE BASE FLAGPOLE ON THE AIR-SIDE OF TGHQ AND THE CRTS FLAGPOLE.

The GTW flagpole has some significant historical value. It was originally the Base flagpole for RNZAF Base Wigram, where the foundations stones of the RNZAF were first laid. When Base Wigram closed in 1995, it was decided that the flagpole would be relocated to GTW, being the place where much of Wigram’s Ground Training was now to take place. It is hoped that a new pennant staff that will be used to fly the CO’s personal rank pennant on (in the vicinity of the main entrance to the GTW complex), and will be made out of the wood/materials of the outgoing flagpole if any of it can be salvaged.

GTW held a final ensign-lowering parade on Friday 11 April at 1600 hours. COGTW took the final salute for the lowering of the ensign. All GTW uniformed and civilian personnel were invited to partake in this final ensign parade.

SGT Jeremy Ireland, a GTW staff member since its inception in 1995, carried out the ensign lowering duties. Mr Warwick Tempero played the trumpet, and the commands given by COGTW were along the lines of:

‘Trumpeter, sound the still.
Parade, Attention.
Trumpeter, sound the alert.
Trumpeter, sound the general salute’ (Sunset Hymn played)

The ensign was lowered by SGT Ireland, and then ‘Trumpeter, Sound the Carry on’.

CHRISTCHURCH AIRMovEMENTS HELD ITS ANNUAL FORMAL DINNER ON MONDAY 31 MARCH. The guest speaker was WGCDR John Claydon (Rtd). John, who is 92 and lives in Christchurch joined the NZ Permanent Air Force on November 4, 1936. He was in the RNZAF on April 1, 1937 when it was formed. WGCDR Claydon served with Nos. 14 and 16 Squadrons in the Pacific during WW2. These Squadrons were equipped with Kittyhawks & Corsairs. He is best known as the Officer in Charge of the RNZAF Antarctic Flight during the Trans-Antarctic Expedition of 1955-56 with Ed Hillary. The RNZAF Antarctic Flight had a de Haviland DHC-2 Beaver and a Auster T7C.

WGCDR Claydon spoke for a good half hour on life in the RNZAF during the late 1930s and about the Trans-Antarctic Expedition.
Chief of Air Force, Air Vice-Marshall Graham Lintott said the idea of ‘Spend a Day with CAF’ was one he got from former Air New Zealand CEO Ralph Norris and is a concept that puts him in touch with Air Force personnel from every level of the Service.

LAC Amy Hahn was the first person to spend a day with the Chief and her first thought was one of disbelief. ‘As I had never heard of this happening before, at first I thought it was a joke, along with the rest of the office! When I found out it was true I was nervous yet at the same time I was stoked. Since I was the first person to be chosen to spend a day with the CAF, I wasn’t sure about what to expect so I just decided the best way was to be open minded and take it as it comes.’ Reflecting on her day, LAC Hahn said a highlight was learning about the wider Air Force. ‘Being able to see what goes on behind closed doors, and to be privileged enough to be involved in the big picture events of the Air Force as opposed to the day-to-day work at a Base level.’

Air Force News was lucky enough to spend a couple of days with the Chief that included an outing on day two to Base Woodbourne. The day started with a flight from Air Movements at Rongotai to Base Woodbourne. It was a bit of an outing for CAF’s office with Personal Staff Officer to the CAF, SQNLDR Adam Houston, CPL Jessica McEwan – CAF’s driver, now based in the Sinai, his EA Mr Jonathan Collins and this lucky writer all getting away from our desks for a day.

The first event on the agenda was a review of the Aeronautical Metal Workers’ Graduate Parade. This was followed by morning tea and the chance for CAF to meet with the graduates. Afterwards was a visit to Command and Recruit Training Squadron where SQNLDR Phill Bedford highlighted some of the new initiatives they have started. One initiative is on Fridays with the blue uniform eschewed in favour of the different coloured overalls worn on operations. ‘It shows visually how each of the trades are part of a wider team,’ said SQNLDR Bedford. CAF later talked with some of the recruits as they cleaned their rifles and imparted some of the wisdom he had gained during his 35 years with the Air Force.

Afterwards a visit to Command and Recruit Training Squadron where SQNLDR Phill Bedford highlighted some of the new initiatives they have started. One initiative is on Fridays with the blue uniform eschewed in favour of the different coloured overalls worn on operations. ‘It shows visually how each of the trades are part of a wider team,’ said SQNLDR Bedford. CAF later talked with some of the recruits as they cleaned their rifles and imparted some of the wisdom he had gained during his 35 years with the Air Force. During lunch CAF continued with his meet and greet, this time with the young people on the IOTC whose initial shyness soon gave way to inquisitive questions. After lunch there was a tour of Ex Skytrain and calls paid to the visitors from the Air Forces of Singapore and France who were also taking part in the exercise. The latter afternoon was a more formal affair with the presentation to six personnel with citations and medals, highlighted in the April/May issue of Air Force News. Given the hot Marlborough day, there was general relief when the bar opened at the SNCOS mess for a refreshing drink or three!

All too quickly it was time to board the King Air and return to Wellington, and to reflect on a day spent meeting the many personnel proud to show CAF an Air Force they were proud of.
The superannuation review allows you more options on how you invest your money and how much you want to invest. The diagram below shows alternatives to the current scheme available from 4 Jul 08. There are implications for all the options, so think carefully about what you want to do with your money. Before making a decision you should also read the additional details available on the pers branch intranet site.

**Overview of your main superannuation options**

Personnel should consider taking financial advice before making any major decisions. While the NZDF cannot provide advice, we are taking steps to ensure you have access to assistance. There will be roadshows in May on every base and camp to explain the changes and possible effects, and independent advisors from Mercer HR Consulting will be available to discuss individual situations. There is information on the Pers Branch website, and a FAQ page where you can also submit your questions.

You need to be aware, if you choose to remain in AFSS under AFSS CAT A this will mean non-vested employer contributions will not be returned from the Reserve Account to you in the event you leave the NZDF before completing 15 years in the scheme, despite the employer contribution being paid as part of your personal TFR. If you intend to leave before 15 years, it is vital you consider the potential effect of this issue when taking financial advice and making decisions.

One of the options for personnel joining the NZDF after 1 Apr 08 is not to be a member of any scheme. Be aware though, by doing this you lose the 4% employer contribution. In order to be paid 100% of the Market Linked TFR Component you need to be in a superannuation scheme, otherwise only 96% of the Market Linked TFR Component will be paid.

Remember the most important thing is you have a choice in how you manage your money. There are many options and you need to consider what’s right for you. For example, if you are a current member of AFSS, you can choose to remain in the current scheme paying 7.6% + 17.9% employer contribution, or leave the funds in there to vest and contribute 4% to AFSS CAT B instead with 4% employer contribution (giving you 17.5% more in your take home pay), or join KiwiSaver in addition to AFSS, paying an additional 4% into your super fund leaving you with more later in life.

At the end of the day, you need to consider all the options to work out what best suits your personal circumstances. Take advice, and remember there’s no need to rush into decisions, you can change at any time. But remember, you cannot transfer back into AFSS once you’ve opted out, so take the time to ensure you make the right decision for you.

**Current member of the armed forces superannuation scheme (AFSS)**

**You have options**

- **Retain membership to AFSS** (now AFSS Category A)
  - You contribute 7.6%
  - Employer contributes 17.9% (subject to a 15 year vesting scale)
  - Contributions held until you leave NZDF
  - You receive 100% of your contributions and vested portions of employer’s contributions
  - Contributions cannot be transferred
  - Vesting scale reaches 100% after 15 years
  - If you leave before 15 yrs all non-vested contributions will be lost

- **Transfer to AFSS Category B**
  - You contribute 4%
  - Employer contributes 4%
  - 100% of employer contributions vest immediately
  - NZDF will offset this reduction of employer contribution from 17.9% to 4% by way of a taxable increase to your salary
  - All contributions are locked in until you reach the age of 65
  - Can be transferred to another complying superannuation fund/KiwiSaver at any time
  - You are eligible for a tax credit of up to $1,040 per annum
  - Contribution holiday available after 12 months

- **Join KiwiSaver in addition to AFSS Category A**
  - You contribute 11.6% (4% to KiwiSaver and 7.6% to AFSS CAT A)
  - Employer contributes 17.9% in total between the two schemes
  - NZDF’s AFSS CAT A contribution will be reduced by at least 1% (increasing to 4% on or before 1 Apr 11). The balance will be contributed to your KiwiSaver account (in accordance with government legislation) leaving 13.9% employer contribution to AFSS CAT A, and 4% to KiwiSaver.
  - All KiwiSaver contributions are locked in until you reach the age of 65
  - You are eligible for a tax credit of up to $1,040 per annum
  - Contribution holiday from KiwiSaver available after 12 months
  - 100% of employer contributions to KiwiSaver vest immediately

*Unless the individual meets the IRD criteria for earlier withdrawal of contributions (death, serious health problems requiring retirement, emigration, significant financial hardship).
FAQs

Q. Do I have to change what I’m doing now?
A. No, you can stay a member of your current scheme, but think carefully about all the options before deciding on the status quo.

Q. Can I opt out of AFSS and go directly to KiwiSaver?
A. No, you will need to transfer to AFSS CAT B first. From there you can then choose to join KiwiSaver in addition to AFSS CAT B (noting you can only receive the employer contributions on AFSS CAT B), or join KiwiSaver (transferring your employer contributions to the KiwiSaver fund) and leave the AFSS CAT B scheme altogether.

Q. Can I opt out of contributing to AFSS and not join any other scheme?
A. No. You must join AFSS CAT B if you choose not to continue contributing to AFSS.

Q. Can I take my funds out of AFSS now?
A. No. Even if you choose not to contribute to AFSS any more, the funds remain in the scheme (with continued vesting) until you leave the RNZAF.

Q. What is the difference between the current AFSS scheme and the new Category B schemes?
A. The AFSS is an in-house NZDF scheme. While technically a retirement savings scheme, your employee contributions and a portion of the employer contributions (subject to vesting rules) are available to you when you leave the RNZAF.

The new Category B scheme is designed to help people save for their retirement. Contributions will be locked into 65 years of age unless the individual meets the IRD criteria for earlier withdrawal of contributions. The Category B scheme will entitle the member to some but not all Government benefits currently afforded to KiwiSaver schemes, including the annual $1040 employee tax benefit. We are also attempting to arrange for the mortgage diversion arrangement to apply to the Category B schemes.

The Government’s current $1000 start up grant available to those joining KiwiSaver is not available to those joining the Category B schemes. They must join the KiwiSaver scheme to attract this.

NOT A CURRENT MEMBER OF ANY SCHEME

YOU HAVE OPTIONS

Join AFSS Category B Scheme

AFSS CATEGORY B
> You contribute 4%
> Employer contributes 4%
> 100% of employer contributions vest immediately
> NZDF will offset this reduction of employer contribution from 17.9% to 4% by way of a taxable increase to your salary
> All contributions are locked in until you reach the age of 65*
> Can be transferred to another complying superannuation fund/ KiwiSaver at any time
> You are eligible for a tax credit of up to $1,040 per annum
> Contribution holiday available after 12 months

Join a KiwiSaver Scheme

KIWISAVER
> You contribute 4%
> Employer contributes 4%
> All contributions are locked in until you reach 65
> 100% of employer contributions vest immediately
> You are eligible for a $1,000 government kick start, a $40 fee subsidy, and a tax credit of up to $1,040 per annum

Choose not to join any Scheme

> You contribute 0% to a super scheme
> Employer withholds 4% of the applicable market linked TFR component

You can join KiwiSaver or AFSS CAT B at any time, at which time the Employer contributes 4% from the date you join KiwiSaver or AFSS CAT B
A WELLINGTON RECEPTION HOSTED BY CHIEF OF AIR FORCE AIR VICE-MARSHAL GRAHAM LINTOTT ON TUESDAY 1 APRIL AS PART OF THE AIR FORCE’S 71ST ANNIVERSARY CELEBRATIONS.

The reception, attended by the Governor General Anand Satyanand, the Secretary of Defence John McKinnon, Chief of Defence Force LT GEN Jerry Mateparae, representatives of organisations who support the RNZAF and Service personnel, was held at the National Museum Te Papa Tongarewa.

The formal reception included the ceremony of Beat Retreat comprising a guard from Base Ohakea, the Central Band of the RNZAF, and the RNZAF Maori Cultural Group. The birthday was also celebrated at RNZAF Bases.

A memorial service was held at 2.00pm on Sunday 30 March at the Wellington Cathedral where the RNZAF Queen’s Colour and the Standards of No. 3, 5, 40 and 42 Squadrons are to be paraded.

Base Auckland had members of the public and construction workers watching as they marched proudly down Queen Street to the rousing beat of the Base Auckland Band. The Charter Parade was led by parade commander WGCDR Johan Bosch and reviewed by his Worship the Mayor of Auckland, John Banks.
The Mayor of Auckland, John Banks, is flanked by GPCAPT Edward Poot as he prepares to review the parade. The Charter parade was led by parade commander WGCDR Johan Bosch.

**RNZAF BASES AROUND THE COUNTRY CELEBRATED THE OCCASION**

LEFT: In Auckland members of the Air Force Birthday Charter Parade surprised and entertained office workers and shoppers, when they marched down Queen St on 1 April 2008.

BELOW: Construction workers downed tools to watch the parade.

BELOW: The Drum Major of the Base Auckland Band SGT Allan McDonnell holding a Mace.
Pregnant servicewomen and NZDF civilians will be consulted more, and have easier access to information relating to work and pregnancy following the introduction of the new Defence Force policy (Stand Alone DFO 17/2007).

A handbook to help NZDF women manage their pregnancies has also been produced and will be available from every NZDF Medical Centre, Human Resources unit and Health and Safety Advisers (HSA) as well as from the MedWeb on the defence intranet. Assistant director of Medical Policy Captain Kevin Forward says the NZDF has had a very “risk averse” approach to managing pregnancy and pregnant women in the past. The newly introduced policy (developed jointly between the Directorate of Medical Policy and the Defence Equity Management Group) focuses on more consultation with pregnant personnel, and the introduction of evidence-based rationale regarding changing a pregnant employee’s workplace conditions.

‘The new policy means that changes should be made in working conditions only if there is a health risk to the pregnant woman, or if the safety of the people working with or near her is compromised. These situations could include, but are not limited to, for example, if she couldn’t operate, for whatever reason, specific machinery, vehicles, or equipment.’

CAPT Forward says there are legal barriers to putting workplace restrictions in place to protect the unborn baby. ‘Only the pregnant woman can insist on workplace restrictions to protect fetal health. The NZDF can place restrictions on the employee to protect her health, but not that of her unborn baby. However, NZDF does have a responsibility to inform the pregnant woman of any risks to her baby’s health. The new policy aims to provide evidence-based information on potential occupational health risks to pregnant personnel so they can make informed decisions about their health, and the health of their baby.’

Some areas of the policy are about protecting pregnant women’s rights to access courses and training. In the past some courses have required women to be Required Fitness Level qualified before being accepted on the course. In certain cases exemptions (from the RFL) are now available, for example if the course is classroom-based. There is an increased emphasis on confidentiality, commanders and managers will not be told by a medical officer when an employee is pregnant. They will instead be told the employee has been medically down-graded. The responsibility of informing the commander or manager is that of the servicewoman/employee.

‘In the past some women have kept their pregnancy quiet until it was obvious because they didn’t want to be treated differently, or pulled out of their normal workplace, or because they just wanted to keep it private for a while. The nature of our operations means that in some situations we could be at risk if we didn’t know a woman was pregnant. Now, with the change in policy, we hope women will feel more comfortable disclosing their pregnancy.’

Operational missions are still largely off-limits to pregnant personnel, because of the reduced access to anti-natal care in what are often remote or hostile locations. If the woman was to have complications or miscarry an evacuation could be difficult, and the operational effectiveness of the mission could be jeopardised.

Women may be able to be part of certain, shorter operations/exercises, providing appropriate medical care is available. Service personnel returning to work after maternity leave have 12 months from the delivery date, or three months after their return to service, before they are required to pass an RFL.

If women wish to breastfeed for up to 18 months, they can apply through their unit medical officer for a further exemption from the RFL.

CAPT Forward says the policy reflects finding the balance between the health and safety of pregnant personnel, and the operational interests of the NZDF.

The guidebook for pregnant servicewomen and civilian staff covers areas such as service and employment entitlements, exercise, and non-occupational and occupational health hazards and recommendations. It provides lists of physical, chemical and biological agents and their potential effects, and recommended restrictions.

For more information about the new policy visit the MedWeb on the NZDF Intranet. MedWeb can be found on the HQNZDF menu bar. Information on pregnancy can be found in the Health Promotion section of the Resources page:

**Commanders’/ managers’ responsibilities to pregnant personnel:**
- Talk to the woman and respond to the workplace needs of pregnant women during pregnancy and on return to work.
- Treat pregnant women similarly to other team members regarding career, training and promotion opportunities.
- Provide pregnant women with the necessary support during pregnancy, for example, information and advice, sick leave, parental leave and alternative work if necessary. Single pregnant women may need additional support.

**Servicewomen’s responsibilities:**
- If pregnancy is suspected consult their Medical Officer.
- Attend to required administrative matters associated with pregnancy.
- Discuss with their supervisor or Medical Officer any changes required to meet service or operational duty.
- Seek advice on appropriate exercise or fitness programme.

**Civilian women’s responsibilities:** Civil Staff who work in hazardous work areas and suspect they are pregnant should:
- Consult their Lead Medical Carer to confirm their pregnancy and are encouraged to disclose their pregnancy as soon as practicable.
- Should discuss with the supervisor or line manager and HSA any changes that may be required to meet work requirements for the duration of the pregnancy and for a short time after the birth of their child.
ANZAC DAY REMEMBERED
HERE AND AROUND THE WORLD

WE REMEMBER THEM: WGCDR Brett Marshall, Air Advisor with the New Zealand Defence Staff in London, and his two year old daughter Amelia place poppies on the grave of FCOFF Reginald Adlam in Prague, Czechoslovakia. FCOFF Reginald George David Adlam, was a Lancaster Navigator and came from Auckland. His aircraft was shot down during a raid on Chemitz, Germany on Tuesday 6 March 1945 and crashed on the Czechoslovakian-Germany border. There were 760 aircraft in the raid and 40 were shot down. Initially Adlam and the six other crew were buried in the civil cemetery at Rossbach, but later re-located to Prague. Adlam was on 153 Squadron, RAF which was based at Scampton in Lincolnshire. The Red Arrows are currently based at RAF Scampton, two members of which at ex-RNZAF. Adlam was 23 years old when he was shot down, had 350 flying hours and was on his 6th operation.
NEW ZEALAND DEFENCE FORCE (NZDF) PERSONNEL WERE SPREAD FROM NORTHQLAND TO INVERCARGILL ON FRIDAY 25 APRIL PROVIDING SUPPORT TO A WIDE VARIETY OF COMMEMORATIVE ACTIVITIES TO MARK ONE OF NEW ZEALAND’S MOST SIGNIFICANT DAYS, ANZAC DAY.

There were Defence Force representatives at the many dawn and civic ceremonies held at war memorials and town halls around the country. The Chief of Defence Force, LT GEN Jerry Mateparae attended a Dawn Service at the Cenotaph in Wellington.

‘On Anzac Day we recognise the sacrifice of the men and women of Australia and New Zealand who have shared so many experiences on battlefields around the world. We also honour a new generation of men and women who are serving our country; their courage, commitment, comradeship and integrity’, said LT GEN Mateparae.

LT GEN Mateparae also attended the National Wreath-Laying Ceremony at the National War Memorial in Wellington together with the Governor General of New Zealand, The Honourable Anand Satyanand, Her Worship the Mayor of Wellington, Kerry Prendergast and the Secretary of Defence, John McKinnon.

At the National War Memorial in Buckle Street NZDF personnel provided a dawn to dusk vigil over the Tomb of the Unknown Warrior from 6am to 6pm.

At Gallipoli the Chief of Air Force, Air Vice-Marshal Graham Lintott represented the NZDF at the commemorative service.

Music was provided by the New Zealand Army Band and members of the NZDF currently based in the Sinai provided the catafalque party.

Anzac Day services were also held where NZDF personnel are on missions overseas including Afghanistan, Timor Leste, Korea, Sudan, and the Solomon Islands.

On Anzac Day over 800 New Zealand Defence Force personnel were serving overseas on operations, UN missions and defence exercises. Of this figure 588 personnel were on operational deployments.
At 0600 hr on 25 April 2008, a catafalque party from the Princess Patricia’s Canadian Light Infantry came to attention around the cenotaph in the prairie town of Leduc, Alberta, Canada. This marked the commencement of one of the northern most ANZAC day ceremonies and the largest one outside of Canada’s capital Ottawa. This is the third year that the C-130 Life Extension Project team have run an ANZAC ceremony in Leduc. As in previous years the ceremony was supported by the local Royal Canadian Legion (RSA equivalent), Royal Canadian Mounted Police, Canadian Fire Service and by Echo Company the Princess Patricia’s Canadian Light Infantry.

This year the RNZAF flight test crew and 40 Squadron Avionics Maintenance personnel increased the RNZAF presence at the ceremony. The ceremony took the form of a traditional dawn service including an address from the senior RNZAF Officer, WGCDR Dyer, and a response from his worship the Mayor of Leduc. Following the service a function was held at the Leduc Legion, where the local community’s involvement in this ceremony was acknowledged.

The music that set the feet tapping and skirts twirling during 1940s wartime, returned on Anzac Day with an evening concert at the Wellington Town Hall featuring the Beat Girls and members of the Central Band of the Royal New Zealand Air Force. Under the baton of respected conductor SQNLDR Owen Clarke, the band and singers treated the appreciative audience to a stellar show with a number of wartime hits including Boogie Woogie Bugle Boy, Well Alright and the Vera Lynn favourite, We’ll Meet Again. There were also performances by special guests Billy Watkins, Stephanie Hearfield and Band vocalist SGT Allan Wright performing a great rendition of Mack the Knife. With many members of the audience undoubtedly up since dawn, listening to the music that set the wartime dancehalls alive was a great way to end the day.
Imagine stepping out the door and your hair freezing instantly...arriving at work to find 30cms of snow had blown in under the door during the night. Well...that’s what happened to me in Edmonton, Canada while supporting the C-130 Part Task Trainer (PTT) and the Fight Management System Trainer (FMST).

IMSS is responsible for the maintenance of this equipment in Canada through until the end of the C-130 ATE when it will be packed up and shipped back to NZ. Once the PTT is installed in the new building attached to 40 Sqn Operations IMSS personnel are then responsible for full maintenance support.

CPL Brian Cornes and I underwent a month of training on the PTT/FSMT late in 2007. The training was complicated by the ‘under development’ status of the PTT but I can report that CAE have since continued to improve the reliability of the system to where it can be comfortably used to achieve its mission. Fine tuning is still occurring.

The FMST is made up of three laptops, three Multifunction Control Display Units (MCDU), and one instructor station and allows the instructors to teach personnel about the normal and abnormal operations of the aircraft systems, and the effects these systems have on each other. The FMST also supports stand-alone instruction.

The trainers provide student pilots and maintenance technicians with access to the power of a full flight simulator in a classroom, at home, or on the road. This system offers unique consistency, quality, and efficiency in training, in a self-paced environment.

The PTT is a fixed base simulator that allows the crews to put into practice what they learnt on the FMST during a simulated flight. It has very good projected graphics, full movement flight controls and flat touch screens to simulate the instruments and switches.

It also has an Instructor Operating Station where the instructor can set any number of malfunctions as and when he wishes or he can create an automated scenario and sit back and watch the crews/engine runners react. Any sort of weather and seasonal patterns can be simulated along with air traffic avoidance scenarios where the aircrew have to respond to avoid a collision.

Apart from being beneficial to 40 Squadron it will provide LMTC a live training platform, the Avionics trade and IMSS a piece of modern equipment to work on, and could possibly be the first of the RNZAF modernisation programmes to be completed and functional in New Zealand.

As for the cold weather it’s not as bad as it sounds, it is a winter paradise......in fact a Disneyland for some and well worth a visit. Brian has taken over from me now in Canada and I wish him luck with supporting the equipment until it is returned to New Zealand.

W/O RICK KELMAN

C-130 PART TASK TRAINER (PTT)
Since the Introduction of the SH-2G Super Seasprite, No. 6 Squadron has been using the M-60 machine gun to support the Navy during boarding operations and other tasks.

The M-60 gun and associated M-25 gun mounting system has proven to be unreliable in support service limiting operational effectiveness. Problems include spent cases which can bounce out from the attached catch box and back into the gun working parts, causing gun stoppages. Even when working properly, the catch box can only hold a maximum of 150 spent cases, which does not match the ammo box which holds 200 rounds. Finally, the gun is fitted with open sights which are too inaccurate for use in these days of minimising risk to innocent parties on the ground/at sea.

In late 2007, the weapon users (No.6 Squadron Operations) raised a user requirement to have the gun replaced with the Belgian Fabrique Nationale (FN) MAG-58M gun. This is already in use in the NZDF on the Huey, and has been well proven. It would give us an opportunity to standardise NZDF helicopter-borne machine guns, introduce more accurate laser targeting sights (also in use with No.3 Squadron) and sort out the gun mounting system once and for all. An ambitious target time for introduction of service for the new gun and mount was set for April 2008, as HMNZS Te Mana was to go on operational deployment, ideally with the new gun.

Being an Aircraft modification, certain set procedures had to be complied with. At no stage were we prepared to accept shortcuts to meet the time line. This meant extensive consultation had to be made between users, (No. 6 Sqn Operations and Armament) TS Arm, 485 Wing, and Base Auckland MSS (particularly the Skin Bay, Metal Working and Machining sections and Base Armoury).

An original FN retractable gun mount was obtained and taken to No. 6 Squadron. Much head scratching and brainstorming ensued. As the gun mount has to be retracted inside the cabin to allow faster transit speeds, the FN mount was deemed unsuitable. It was decided to secure the base of the mount to the cabin as per the M-25, and adapt the original gun cradle. After test fitting, the cradle evolved to its current shape and a new top limit stop was also made by Machine shop to prevent the gun shooting off the nose of any missile that may be fitted to the weapons pylon (unlike the M-60!).

Following the Modification schedule, we had to write new draft maintenance and user procedures, produce engineering drawings and raise engineering concessions to allow test flying with a prototype system, all with heavy support from TS Arm. Once this was done, we could proceed in accordance with the trial proforma, starting off with testing the gun mount in an airframe for proper fit and ease of use, then progressing to ground test firing on the flight line with blank ammo, then a full day into night flight with live ammo.

Immediately trials began, it was apparent that the gun system was leaps and bounds ahead of the M-60. The new catch box can hold in excess of 500 rounds, and only one stoppage was encountered in over 1200 rounds. It was noted that the beaten zone around the target was much tighter, the gun was more easily controlled, and combined with the new laser sight, it was far more accurate than the old gun.

Once the trials were complete, the nod was given to put the mount into production. Professionalism came to the fore as all parties finalised the design and paperwork, and built the new production mount in just over a week. The afternoon we received the brand new mount, we used it on a gunnery sortie, firing 800 rounds without a hitch. The very next day, it was on board Te Mana, ready for her deployment three days later.

Through professionalism, integrity and teamwork, all agencies mentioned above, (plus others) proved that the RNZAF can introduce important items of new operational equipment in a very tight time frame - without having to take shortcuts - and for that they deserve commendation.

With good fortune, Te Mana will not have to use the new gun, but if they do, they can be assured that they are using the best gun system ever fitted to a Seasprite. All here at No. 6 Squadron wish Te Mana and her crew smooth sailing and an operationally effective and safe deployment.
The NZTAT continues to work hard in the Sinai, as it has done so for over 20 years. The eight-strong NZTAT makes up a significant part of the New Zealand Contingent of 26 NZDF personnel to the Multinational Force and Observers (MFO).

For those of you who aren’t aware, the NZTAT is comprised of an Operations Wing, and a Driving Wing. The Operations Instructors are responsible for training all MFO duty investigators (who can be called upon to investigate possible Treaty violations of Egypt or Israel), training all Remote Site commanders (who observe and report on the two nations activities), and conducting snap inspections of the Remote Sites to ensure they are operationally effective. The Driving instructors all aspire to be Operations Instructors, but otherwise are responsible for testing all personnel who drive an MFO vehicle, in addition to running courses for armoured land cruiser drivers, bus drivers, and unit Driving instructors. In addition to these primary tasks, both wings of the NZTAT also fulfill a large number of other roles which include: running range familiarisations, updating the MFO vehicle recognition documents, supporting MFO exercises (such as mock QRF call outs), and planning the Force Driving Skills Competition, and Force Skills Competition – comparable to a skill at arms competition. Planning of the Force Driving Skills Competition has been one of the recent big tasks for the NZTAT, with the Senior Driving Instructor (SDI) and all Driving Instructors (DI’s) being heavily involved with this. Another big task has been updating the MFO recognition documents and material, which has fallen mainly on the shoulders of WO1 ‘Big Kev’ Foster (NZTAT TWO / NZCON RSM). This is a task he has embraced fully. One of the unique aspects to OP FARAD is the multitude of different nations that contribute to the mission. Despite the political differences between Fiji and New Zealand; in the Sinai, New Zealanders and Fijians work and socialise together on a daily basis. There are also contingents from Australia, Italy, France, Canada, The United States of America, Colombia, Norway (including the Force Commander), Hungary, and Uruguay. In the NZTAT’s training and advisory roles, we have daily contact with personnel from all of these nations during our duties. Aside from the obvious language barriers (eg: it’s a chilly bin, not an esky), to operate effectively we must also cross cultural barriers. During our time at the MFO, to help cross these barriers we have enlisted the assistance of WO2 ‘Tom Jones’ Takuira-Mita (SDI), and Sgt ‘I was a backup dancer for Michael Jackson’ Brookes (DI). Stunning individual performances from both of these have gone a long way to improving international relations. With six weeks left before half of the NZTAT return home, we all look forward to keeping up the hard work, and can only hope that SGT Brookes’ Ritalin prescription will arrive before then.

ONE OF THE UNIQUE ASPECTS TO OP FARAD IS THE MULTITUDE OF DIFFERENT NATIONS THAT CONTRIBUTE TO THE MISSION
GERMAN NH90 EXCHANGE

THE RNZAF HOSTED THREE MEMBERS OF THE GERMAN ARMY AVIATION CORPS (HEERESFLIEGER) OVER THE PERIOD 07-11 APRIL.

LTCOL Herman Grube, LTCOL Rudi Fendt and MAJ Markus Milde, all based at the AAvn HQ in Bückeburg, were visiting to make initial arrangements for a proposed one-off reciprocal exchange. This is the latest step in a programme of cooperation that commenced in July 2006 with a visit to New Zealand by the Commander of the Heeresflieger, GEN Bolz. That cooperation is based around the introduction into service (IIS) of the NH90, and has already seen a number of exchanges of information and a couple of visits by RNZAF staff to Bückeburg.

The German Army is the first customer to receive the Tactical Transport Helicopter (TTH) variant of the NH90, which will replace the UH-1D Iroquois in German Army service. Because the Heeresflieger is transforming from the Iroquois to NH90, and is some four years ahead of the NZ NH90 programme, there are obvious advantages to the RNZAF in establishing this relationship. We are also exploring ways to provide benefits to the Heeresflieger, not the least of which is the exchange programme. Subject to formal agreement, the exchange programme will see two RNZAF helicopter aircrew deploying to Bückeburg and two German pilots deploying to NZ for duties on the Iroquois with No 3 Squadron. During their visit to Ohakea, the Heeresflieger staff enjoyed the opportunity to fly the DH82 with CFS’s Historic Flight.

GERMAN MHD90

THE RNZAF HOSTED THREE MEMBERS OF THE GERMAN ARMY AVIATION CORPS (HEERESFLIEGER) OVER THE PERIOD

O n the 1-2 April we were lucky enough to have a visit from our Ambassador to Egypt René Wilson. He was accompanying the Australian Ambassador who was doing a farewell tour after some 35 years in the Middle East. We were present when the Ambassadors met with the Force Commander and then jointly (Aust CO and myself) briefed our respective Ambassadors before having informal talks before hosting them at separate dinners. Following the dinners we retired to our Contingent Clubs where the Ambassadors spent time in a very informal environment talking with contingent members. Our Ambassador was invited to become a member of the NZ Patio which he eagerly accepted. The Ambassador requested that we invite the Australian Ambassador to the Patio so he could be thanked for all the assistance he had provided to the NZ Embassy in the two years following its opening in Cairo. The Australian Ambassador and the entire Australian Contingent were subsequently formally welcomed onto the Patio and received a speech and waiata to acknowledge the tremendous assistance that had been provided.

The close of the evening saw two very happy Ambassadors and a group of service men and women who had been privileged to have been part of some ANZAC diplomacy.
CROIX DU SUD (SOUTHERN CROSS) IS THE NAME OF THE BI-ANNUAL SIX-NATION, TRI-SERVICE EXERCISE IN NEW CALEDONIA.

The exercise led by French Armed Forces New Caledonia (FANC) involved the Defence Forces of New Zealand, Australia, Papua New Guinea, Vanuatu and Tonga. Bas Bolyn reports on our Air Force’s involvement.

The RNZAF Communication Information Systems (CIS) unit deployed for the first time overseas during Exercise Croix Du Sud in New Caledonia in early-April.

The unit, which is made up of a radio and information systems component is mounted in two Light Operational Vehicles (one for radio, the other for satellite communications) and provided some impressive outputs during the Exercise, these included, the provision of internet and access to DIXS (Defence Internet Exchange Server) as well as the Defence telephone network, DtelN.

This was all supported by a satellite on loan from an Australian station (as it was a trial process), and transmitter.

Despite the intent behind Croix Du Sud, deployment focused on testing the unit’s capabilities and providing back-up communications in Koumac to 3 Squadron. Although communications functions are usually a more permanent structure during operations – based out of a container, or a specific fixed premises – the key concept was rapid and efficient deployability. This aligned with the mission of Croix Du Sud itself, with the focus on the initial days of a humanitarian or political crisis which requires dynamic action and response.

As a result the CIS team provided communications back to the Headquarters element in Noumea and to Australian Naval ship HMAS KANIMBLA further up the coast. SGT Conrad Ware who looked after the I.S side of shop in Koumac said the biggest issue was finding the satellite beam for the two-week-old, 1.8 KU Satellite dish accurately in order to get a connection.

‘It was nerve-wracking for us. In short, we spent six hours the first day aligning the satellite during the testing phase a week earlier, when it should only really take half an hour. This time around however, it took only about one hour - so we’re getting the hang of it.’

SGT Ware, who had raced over to Adelaide three weeks earlier for a crash course in operation of the satellite, said despite the challenges he was happy with the results of the trial.

‘What the satellite does is give us a connection back to NZ (internet; DIXS; DtelN phones). It’s worked out really well; we’ve only had a few hiccups with mail forwarding as this setup acts effectively like a deployed LAN (land area network).’

SGT Ware said the set-up attracted some compliments from the Australian contingent they were working alongside at Koumac, despite some no.8 wire elements that come with running a new piece of kit.

‘We’ve set up more than they expect, as usual. We’re even running PFFS – the flight planning system. The Aussies couldn’t believe all the kit we brought over, they were impressed, but this is the way we operate now.’

PHone HoMe

CIS in THE FIELD

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The CIS indeed proved that the LOV set-up would be an asset for future deployments, with DIXS up and running and internet available in Koumac before the first tent was up.

Commanding Officer of 3 Squadron WGCDR Ian MacPherson said the wider concept of interoperability behind Croix Du Sud was a successful outcome for him and one where the CIS unit provided a tangible asset.

‘We’ve been very pleased with the way that our tactical communications unit has worked. The set up with the two Pinzgauers has only recently been completed and it’s the first time we’ve sent them overseas and which has been enormously successful.

‘We’ve got a great infrastructure setup in a very short period of time and I know that our communication specialists here on this exercise have learnt an awful lot.’

The CIS team provided support for six DIXS terminals, two wireless internet facilities, DtelN access as well as the flight planning system. The radio unit provided high frequency and VHF communications for 3 Squadron during the exercise.
Exercise Croix Du Sud in early April was not without its challenges for No. 3 Squadron, but the end result was mission accomplished and served as a sign of possible things to come for the Ohakea-based unit. No. 3 Squadron took part in the six-nation, tri-Service exercise in New Caledonia which occurs bi-annually. It is led by the French Armed Forces - New Caledonia (FANC) and also involves the Defence Forces of New Zealand, Australia, Papua New Guinea, Vanuatu and Tonga.

Interoperability was very much the goal for participants in 2008. This ranged from working with other Defence Forces in a combined non-combatant evacuation scenario to aligning different kit and learning best practice from Defence partners.

The No 3 Squadron detachment included two UH1H Iroquois and for the first time in the field outside of New Zealand, a LOV-mounted mobile Communication Information Systems (CIS) unit.

Commanding Officer No. 3 Squadron Wing Commander Ian MacPherson said the interoperability with Navy vessels during the exercise was something different for the unit and although rare, with the planned introduction of the NH90’s, pointed to possible future activity for the Squadron.

“For the exercise itself and the kind of flying we’ve been doing, it has been slightly different. The major factor is that we’re operating with ships, around ships and on ships. Given that we’re buying new helicopters with wheels and all the discussion that goes with the new helicopter types and its interoperability with ships, this exercise is quite timely I’m sure.

“We’ve got a fair way to go as an Air Force in getting our head around the fact that this new aircraft is going to be capable of operating off ships. I think we’re doing the right thing and we can see the utility in being able to operate off a ship and deploy the helicopters easily, all in one go, but there’s going to be some big challenges.

“Just how far we go with that is going to be the bit that will be challenging, but we’re up for it, and it will happen slowly,” WGCDR MacPherson said at Koumac where the Squadron was based during Croix du Sud.

Working with the French was also largely something new for the Squadron; outside of the occasional CASA being involved in Exercise Skytrain.

“This is the second time that we’ve brought Iroquois’ to Croix Du Sud, the last time by Hercules and this time on the HMNZS Canterbury. Working with the French has been quite a lot of fun. They do the same job as us but they do it a different way. Our procedures are similar enough to the extent we were able to fly in formation with them and we understood the way they work. The training included mountain flying, formation, deck landing procedures - and by the end of the week we were comfortable to move into the second phase of the exercise,” WGCDR MacPherson said.

Whilst there is still difficulty with landing the skids of the Iroquois on the deck of HMNZS Canterbury whilst she is underway, moving No. 3 Squadron’s equipment and people by the amphibious sealift vessel proved more promising, although a few of the personnel took a couple of days to regain their land legs.

“Probably one of the biggest goals for us was to prove we could embark two Iroquois onto Canterbury and move them to another part of the Pacific, another part of the world, and we’ve achieved that.

“I think generally speaking we’re now comfortable that we can move Iroquois on the Canterbury.”

Despite other teething issues with logistics WGCDR MacPherson was happy with the result, although the team were not looking forward to the MAF cleaning come the end of the exercise.

“All of these things are minor, in the big scheme of things. What’s really important is that we flew on the ship on the day we said we were going to; we flew off the ship the day we said we were going to and we’ve continued to operate here in some fairly difficult conditions. The Huey’s are doing their job just like always, so a pretty great success really.”

WORKING WITH THE FRENCH HAS BEEN QUITE A LOT OF FUN. THEY DO THE SAME JOB AS US BUT THEY DO IT A DIFFERENT WAY.
Red Checkers perform over Lake Wanaka.

A FLYING FEAST
THE RECORD 86,000 CROWD THAT TURNED OUT FOR THIS YEAR’S WARBIRDS OVER WANAKA AIRSHOW OVER EASTER WEEKEND WAS TREATED TO A VERITABLE FEAST OF DOGFIGHTS, AEROBATICS AND AVIATION ANTICS.

Blue skies made Sunday the best day after changeable weather on the Friday and Saturday. But the weather failed to deter the crowd from turning out. The event ran like a well oiled aircraft and the Air Force made its presence felt with displays by the Red Checkers, Kiwi Blue parachute team, C-130 Hercules and Iroquois and Seasprite helicopters. Arguably show highlights included the ground shaking performance of the two RAAF F111s and the 386 kmh flypast by the vintage P-40 Kittyhawk with guns blazing. The F111s had flown down from Ohakea for the event and were in New Zealand to hone their skills in a mountainous environment. The show celebrated its 20th anniversary under the new management of the Warbirds Over Wanaka Charitable Trust. Planning is already underway for the next event over 2-4 April 2010.

WARBIRDS – SEASON’S PINNACLE

For Red Checkers 1 SQNLRD Shaun Clark leading the Air Force’s premier aerobatic team in its display at Warbirds over Wanaka 2008 was somewhat of a return to the stomping ground of his youth. SQNLRD Clark grew up on a Central Southland farm before joining the Air Force when he was 18. He described performing in front of the huge audience who came through the gates for the Easter airshow as ‘the pinnacle of the Red Checkers season. It’s got a massive crowd and is world renowned. Performing at the biennial airshow ‘was an awesome opportunity and one the whole team certainly appreciates,’ he said.
THE GARY THOMAS MEMORIAL TROPHY FOR COMMUNICATIONS AND INFORMATION SYSTEM EXERCISES (CISEX) WAS FIRST AWARDED IN 2007. AFTER ANOTHER SUCCESSFUL YEAR AIR CIS OHAKEA RETAINED THIS TROPHY, WHICH WAS AWARDED BY LAND COMPONENT COMMANDER, BRIGADIER GAWN AT TRENTHAM ON THE 11 MARCH.

The trophy is named after Gary Thomas, an ex-RNZAF Telecommunications Operator, who whilst in service identified the need for the three Services to practise their communications skills in the various modes of operation used by the NZDF. This programme was later expanded to include the Australian Defence Force (ADF).

Today the aim of the CISEX programme is to “practise the planning, establishment and operation of Communications and Information Systems (CIS) and Electronic Warfare (EW) required for C2 of joint and combined operations. CISEX provide commanders with a means to exercise CIS operation at all levels in order to confirm and refine CIS and EW procedures, identify capability shortfalls, confirm/maintain CIS and EW interoperability and capabilities in a Joint and Combined environment; and to provide structured continuation training for CIS and EW staff.”

Each participating unit conducts an average of three serials a month and involve two or more ADF or NZDF units. The Gary Thomas Memorial Trophy is awarded to the NZDF unit that obtains the highest percentage of success in CISEX serials.

The success of a CISEX is reliant on good NCO management, CIS knowledge, skills and teamwork. Many things can cause a CISEX to fail, so the whole unit must work together to succeed – from the CCM providing the required Crypto, NCOs ensuring accurate reports are sent within required timeframes, to the operators conducting the exercise. It is through commitment to the CISEX programme that Air CIS Ohakea has been awarded the CISEX Trophy for two years running. Congratulations to the Air CIS Ohakea team.

AIRWOMEN’S REUNION
(WAAF, WRNZAF & RNZAF)

13-15 June, 2008 – Wellington, NZ

This event is open to all Airwomen, both past and present, and their partners. For more information, please contact Jan, or visit the www.oldfriends.co.nz Please register your interest with:

JAN ROBERTS, 92 Weatherly Rd, Torbay 0630, Auckland
PH: (09) 473 9680, EMAIL: Jan_Adrian.Roberts@xtra.co.nz
On Wednesday 9 April 2008, Deputy Base Firemaster at Ohakea F/S Darren Edward John Horsley was presented with the Chief of Army Commendation by MAJGEN Gardiner. This commendation was awarded to F/S Horsley for his services to Army rugby during his posting to the Joint Service Fire Training School in Linton.

During 2002-2005 F/S Horsley contributed to a number of teams under the Army umbrella at both Regional and Camp level. In recognition of his efforts and ability F/S Horsley was then selected as one of the coaching staff for the Manawatu Under 20 representative team in 2005. On receipt of the commendation F/S Horsley was quick to praise those involved both as players and administrators stating that the success experienced was just that, a team effort and not because of one individual. Values that we as an organisation utilise and display to uphold our culture are easily seen to add to others. MAJGEN Gardiner said that in the joint environment we work in today it is important that we as single services can interact and benefit from one another. A day shared by both family and friends there is no doubting F/S Horsley’s professionalism, integrity and teamwork which has seen him recognised outside of the Air Force as a deserving recipient of the Chief of Army Commendation.
THREE MARLBOROUGH GIRLS
SCHOOL ‘OLD GIRLS’ HAVE SWAPPED
THEIR TARTAN SKIRTS FOR DESERT
CAMOUFLAGE.

SQNLDR Heidi Hartel, LAC Alex Senior and I
(CAPT Vanessa Fletcher, nee Weenink) are part
of the New Zealand Provincial Reconstruction
Team (NZPRT) based in Bamyan, Afghanistan.
We were evenly spaced at College and had
not met before working together. We all share
common memories of Blenheim.

SQNLDR Heidi Hartel’s role is to coordinate
all the logistical support for the NZPRT. She
has been reminiscing about warm sunny
Blenheim days during the harsh Afghan winter.
Temperatures have been as low as minus thirty
five overnight. The cold has created several
logistics challenges, especially with vehicles.
These have been overcome with perseverance
and special heaters for engines. Supplies are often
delayed due to snow blocking the high passes
which provide road access to the NZPRT.

LAC Alex Senior is an Air Force medic. As a patrol
member, Alex lives and breathes the life of a
soldier on the roads in the Bamyan districts.
Her job is to look after the other 11 members
of her patrol and to act as a driver and cook.
The Kiwi’s are all very healthy, so Alex has been
concentrating on her four-wheel-driving skills.
Alex reckons some of the roads here are just like
trying to drive down the banks of the Wairau and
not on the worn tracks. There are some potholes
here that you actually drive down into and out
the other side.

I am an Army CAPT, the Doctor for the NZPRT.
This is my second winter tour in Bamyan. I was
here two years ago and I’ve noticed some major
improvements. I think there are nearly twice as
many health clinics around the province now
and the local hospital has been substantially
upgraded. There is still a massive gap between
what New Zealanders regard as standard
medical treatment and what is available to the
average Afghan. I think the landscape is a little
similar in some ways. There is a hill behind our
Base that looks a bit like the Wither hills, but
drier and on a grander scale. There is barely
any vegetation and dust is the dominant feature
of the summer. Dust is one of the reasons the
locals die so early from lung diseases.

Alex and I work together when she is back in the
main Base and Heidi and I have become good
friends as fellow officers. Although we’re enjoying
the different experiences and are working hard,
we’ve all talked about how great it would be to
be back in Blenheim enjoying a nice drop of the
local produce.
Having previously done a land-based deployment before, I thought I knew what to expect from a tour in Afghanistan.....Well I was somewhat surprised, when I attended the first week of Pre-Deployment Training (PDT), for Air and Navy to ‘get up to speed’ for when the Army turn up. In the first couple of days I had used up more Ammo than I had in my years in the Air Force. Training to do foot and mounted patrols with contact drills and live ammo was most certainly an eye opener. I do remember thinking – what the hell am I doing? CMS will be a breeze after doing your Annual Weapons Qualification (AWQ) on a 300 meter range. As part of PDT, we had language lessons in Dari – well we really could have done with lessons from the other Services as well, learning two other languages prior to leaving New Zealand was challenging and I’m still getting stuck on some new acronyms. Luckily my trade, Communications and Information Systems (CIS), works regularly with the other Services and working in HQJFNZ before the deployment had exposed me to a lot of their way of doing things. Every Service has a different way of looking at situations and applying their training to it, and I believe this is an advantage for New Zealanders in a deployment situation as we should accept that there are other ways of approaching things. The S6 Cell works with a US team of communication personnel, which is great fun and certainly adds another perspective to our environment. Talk about doing stuff differently? It is the first time I have worked with them and give them every respect as they had all done a tour in Iraq, just three years previously, and they had been in Afghanistan for 12 months when we arrived! I am certainly glad I did this deployment and will take home some great memories. I have made some good friends, we have had a very busy and eventful six months and we have ticked quite a few firsts for Task Group (TG) CRIB deployments. Hopefully the diversity that the three Services brought together has helped us survive and overcome the events of TG CRIB XI. Been there, done that, couldn’t fit the story on a T-Shirt.

LEARNING TWO OTHER LANGUAGES PRIOR TO LEAVING NEW ZEALAND WAS CHALLENGING
Royal Australian Navy Leading Combat Systems Specialist (LCSS) Quintin Monk gives his take on the Anti-Submarine Warfare Exercises, looking down on it from the skies above.

On the day that No. 5 Squadron were going out to ‘detect and prosecute’ the HMS Rankin, LCSS Westbrook and I drove out to Whenuapai, for a ride in a P-3 Orion during a CASEX (Combined Anti-Submarine Exercise). The day started at 0800 hrs with a brief on No.5 Squadron, their roles and the many things that they do around New Zealand. Following this we sat in on the Crew Brief for that day’s sortie, which was going to be a detection and prosecution of the submarine - if all went well!

With all the briefs out of the way it was off to the Security Office to sign their forms; finally, it was off to the aircraft for boarding. Once on the aircraft we were shown round and given the normal flight safety brief - where to sit, when we could get up and move around the cabin and where to get out of the aircraft in an emergency.

At around 1000 hrs we were all strapped in and the P-3K accelerated down the runway; once in the air we proceeded to the operating areas to try and find the elusive Rankin. While the aircraft Ops Team were hard at work searching for the sub, Shane and I gave a hand with the tea and coffee. They actually have a small galley on-board and during the flight they served some snacks and lunch.

After about an hour in the air we arrived where we thought the submarine might be. The Ops Team had done all their calculations and it was time to start dropping sonobouys to help us find the target. With the buoys in the water it was time to start hunting; it was no longer a smooth aeroplane ride! Instead the P-3K acted like it was a rollercoaster, going up and down and doing big turns in a race track past the buoys that had been dropped – and all this below 1500 ft.

When the Ops crew thought that they had the boat, they commenced their attacks. These continued for several hours and, on completion, the submarine came to the surface for a radio debrief with the P-3K crew. This discussion helped the P-3K crew assess the success of their tracking, and helped the submarine crew assess whether or not they had avoided us. Tracking a submarine is a difficult task as they are designed for stealth so any experience like this is good to learn from – both for the Orion crew and for other surface units involved in trying to hunt a submarine. We headed back to Whenuapai and when the sortie was over we thanked the crew for a very interesting day and an opportunity that we don’t normally get. For Combat Systems Operators such as myself and Shane, this sort of opportunity is a great experience; in our job we are often working with the P-3K so it’s good to be able to see things from their perspective and understand how they ‘fight the battle’.

Reprinted from May 08 RNZN Navy Today.
THE SOUND OF WHIRRING ROTORS FILLED THE AIR AS THE CAMERA-READY MEMBERS OF NO.3 SQUADRON TOUCHED DOWN AT AVALON STUDIOS JUST OUTSIDE OF WELLINGTON.

The crew were there to take part in a pre-recorded ANZAC day special as part of TV One’s Good Morning show. The show’s three presenters were taken for a quick flight before disembarking and launching into their opening lines; and basketball player turned television host Brendon Pongia was winched up, up, and away. The wide grins on all three presenters’ faces showed they were clearly enjoying their Air Force experience. It wasn’t just the Huey in the spotlight, with FLTLT Greg Jane and SGT Fritz Fraser getting in front of the camera for an interview, with the latter – in keeping with the ANZAC day theme – talking about both his grandfathers who served in World War II.

JLSO National Service Centre, Trentham Officially Opened

The Joint Logistics and Support Organisation’s National Service Centre was officially opened on Wednesday, 9 April 2008. The building was blessed at a dawn service led by Tamati Kaiwai and kaumatua from Orongomai Marae in Upper Hutt, with assistance from the Chaplaincy Corps. CDF LTGEN Jerry Mateparae, welcomed staff and visitors to the building and declared the building open, unveiling a plaque commemorating the event. CHAPCL3 Lance Lukin offered a final karakia (prayer) in which he made a very pertinent observation; that while ‘most personnel will never come through the doors to this building, all will be supported at some time by the JLSO’.
And four years after EARLLS – an easily accessible central online database – was introduced it is still constantly developing.

CDF officially launched EARLLS (Electronic Reporting and Lessons Learned System) in September 2004. EARLLS captures observations, issues and lessons that arise from operations and exercises. Central online reporting facilitates the NZDF knowledge edge by providing a single database for the collection, analysis, resolution and publication of issues and lessons arising from a wide range of NZDF activities. The system captures information and experience to learn and share now and in the future, gain understanding across all of Defence, and to support planning and decision-making. This is done by analysing observations and resolving problems to develop Lessons Learned for the way in which the NZDF prepares for, conducts and sustains operations.

Since EARLLS was introduced the database holds 900 post activity reports, 9000 observations, 2000 situational reports, 800 documents and 300 images. Any member of the NZDF has immediate access to this information from their SWAN or DIXS desktop computer. The graphs indicate that NZDF personnel are submitting more information each year into EARLLS and the database is fast becoming the one stop shop for all activity related information.

The HQ JFNZ J8 Branch Lessons Learned Cell (LL Cell) has the responsibility for coordinating operational and force element collective training electronic reports across the NZDF. The LL Cell supports COMJFNZ and the CCs by determining trends and tendencies from reports, command chain input and subject matter expert analysis that impacts on operational preparedness and effectiveness to assist in producing a better military effect from our resources as operations evolve. The LL Cell also produces publications of key operational issues in booklet form, as well as contributing to allied Lessons Learned databases and forums.

EARLLS is a quick way to highlight issues to higher levels of Command. Specific issues provide supporting evidence to influence decisions involving the development or change of tactics, techniques and procedures (TTPs) or standard operating procedures (SOPs). Certain issues can also help the interoperability or effectiveness of deployed personnel by standardising how we operate with our coalition partners.

RNZAF personnel are fundamental in the success of knowledge management through EARLLS to collect, disseminate, analyse, resolve, and archive information from operations and exercises conducted through COMJFNZ and the Air Component Commander.

HQ JFNZ and RNZAF representatives are responsible for ensuring the information within EARLLS is applied to future planning, and/or the changing of SOPs, TTPs, publications, doctrine, equipment, organisational structure, and behaviour.

For more information on actively participating in the organisational learning process or to arrange training for personnel in the utilisation of the information capture tool (EARLLS) please contact:

W/O NORBERT THALER (J833-3) LL CELL (AIR COMPONENT ANALYST)
HQ JFNZ J8 Branch
DDI +64 4 529 6812
DTelN 345 6812
Email: norb.thaler@nzdf.mil.nz

W/O Norb Thaler (Air Component analyst) Chris Eligius (Land Component analyst) and LTCDR Roy Taylor.
AN INTERESTING FEATURE TO COME OUT OF THE TRIATHLON NATIONAL CHAMPS IN WELLINGTON IS THAT NAVY, ARMY AND AIR FORCE WILL ALL BE REPRESENTED AT THIS YEAR’S WORLD TRIATHLON CHAMPIONSHIPS IN CANADA IN JUNE.

CAPT Shannon Stallard (Army) and SGT Greg O’Conner (Air Force) and I will make up the NZDF contingent. As far as I know this is the first time a representative from each of the three Services has been selected into a New Zealand team to contest a World Championship event, which is pretty special in itself. Also of interest is the ‘World Corporate Triathlon Championships’ in Austria in July. This event requires three individuals to complete 3 individual races in a relay fashion (400m swim / 12 km bike / 3.5km run). All three of us are already representing New Zealand in our respective categories. Since we come from all three Services we see this as a rare and exciting opportunity to contest the World Corporate Triathlon Champs under the NZDF banner. With all three of us representing New Zealand, I know that it would take a very strong corporate team to beat us.

OXFAM 100km Trailwalker 2008

SQNLDR PETER JOHNSON

Oxfam’s annual Trailwalker series of ‘walks’ first started in Hong Kong in 1981 and is billed as ‘The world’s greatest team challenge’. Oxfam NZ has run one around Lake Taupo for the past two years and this year was bigger than ever. The walk’s route is well marked and is not a race. For us, with a combined age of over 200 years, it was all about finishing! The ‘Team’ part of the event is crucial with the four walkers supported at seven points around the route by a ‘Support Crew’ of six providing food, drinks, clean clothes, medical assistance and encouragement. Although our team involvement was not a recruiting drive, we selected the name ‘Step Up - Step Out’ and wore RNZAF, kiwi roundel shirts. Dressed the same we created quite a presence wherever we went. The team was interviewed at the start and finish – the RNZAF ensign proudly carried by our support team probably grabbed their attention! The selected route took in some of the best parts of the countryside around Taupo. We started in the centre of the town, before sunrise, followed the river down towards and over the Huka Falls. Checkpoints were a welcome relief and the support team were always prepared for our arrival - cheerful and upbeat. As Saturday day turned into Saturday night conditions improved. It was a brilliantly clear night which at one point saw the walkers, lying on their backs, legs resting vertically up on a fence, pointing out constellations. Only 143 teams of the 252 that started finished with a full compliment of four. There were a few cold checkpoints in the night before the penultimate leg – round the Mount. By this time the blister count was well into double figures. We were met at the finish line and presented with our medals by the Papua New Guinea Team who had run it in 16.5 hours. We were then interviewed by Oxfam (now on their Youtube website) and photographed. Our team raised $2500 for Oxfam (mainly from RNZAF personnel in the Wellington area – many thanks). Fortunately the promised rain held off until we were all in the hot springs on the Sunday evening.
NZDF SPORTS AWARDS 2008

ANNA SUSSMILCH
ASSISTANT PR MANAGER (AIR FORCE)

SPORTSMEN AND WOMEN FROM THROUGHOUT THE NZDF GATHERED TOGETHER TO CELEBRATE SPORTING EXCELLENCE AT THE ANNUAL SPORTS AWARDS HELD OVER A LUNCH AT THE WESTPAC TRUST STADIUM RECENTLY.

In his opening address Chief of Defence Force Lieutenant General Jerry Matepare drew parallels between competing in a sport, which tests skill, agility and physical strength, and the conduct of military activities. A highlight of the lunch was listening to the guest speaker Andy Leslie, president of the New Zealand Rugby Union and former All Black as he regaled the audience with behind-the-scenes tales of the ill-fated Rugby World Cup in 2007. On hand to assist with the presentation of the awards were the sponsors whose support of NZDF sport has been unflinching and generous. New Zealand Teamwear has been a sponsor for the past six years and according to the company’s Sales Support Manager Kylie Chandler this relationship continues because of the common goals and “synergy between our organisations.” “NZDF is a very important and long term customer for NZ Teamwear and the sponsorship gives us the opportunity to give something back to NZDF by recognising the achievements of the NZDF personnel excelling in their chosen sporting fields. NZ Teamwear (Canterbury) is proud to be associated with such an important organisation as NZDF,” she said. Relationship Manager Ken Monk from Lumley General Insurance who underwrite the "Inforce" insurance scheme said one of the key ingredients to a partnership is support. “Our support is in the form of sport sponsorship. We have observed sport is an important part of defence life and thorough sponsoring sport, we can attend sporting events to get to know our partner.” Other sponsors of the awards included Badger Apparel, Hills Hats and Hot Shots — the Armed Forces Canteen Council. Of course sports awards are about the sports people and 2008 had an impressive line-up of nominees and winners. CAPT Anika Tiplady beat fellow nominees FLTLT Craig Searle and OSA Josephine Leef to win Individual Sports Person of the Year for her commitment to NZ Army and NZDF football and touch rugby. Selected as a “new cap” for the 2007 NZDF football team she played against the Manawatu Central side and for the NZDF open women’s touch team who beat the touring Australian Defence Force side. CAPT Tiplady is also an accomplished rugby player and has been selected for the Manawatu Women’s Provincial side and the New Zealand “Black Ferns”. For the Sports Official of the Year, F/S Peter Richardson won over fellow nominee WO2 Dean Groves for his role as manager of the 2007 NZDF rugby team, together with being a member of the strategic planning committee responsible for organising the Pacific Nations Defence Rugby Tournament.
due to be held next year. The indefatigable F/S Richardson was also manager of the 2007 NZDF cricket team which played an Auckland Invitation XI in February 2007. It was the NZDF Men’s Hockey Team who walked away with the title of NZDF Sports Team of the Year, beating fellow nominees NZDF netball and NZDF football. The hockey team competed at the senior national 2nd division tournament in Christchurch in September 2007 for the first time. Undaunted and unbeaten they finished the round robin stage in first place resulting in a promotion to 1st Division for 2008. The category for Outstanding Sports Persons of the Year saw some of the most talented sportspeople in NZDF nominated including AC Amy Ensor who represented New Zealand at the Oceania Games in Sydney in the women’s individual and team small-bore shooting. CAPT Shanon Stallard who finished 8th overall and the 1st non-elite age group athlete in the New Zealand Half Ironman Championships and SLT Jan Peterson who is a member of the New Zealand Senior Men’s Hockey Team – the Black Sticks. There could only be one winner and that went to LTCDR Michael Hester who as a respected Football referee is a Convenor of NZDF referees, a member of FIFA, the Hyundai ‘A’ League and the NZFC referee panels. Last year LTCDR Hester refereed at the much publicised Phoenix vs LA Galaxy match featuring David Beckham. The biggest triumph is yet to come for LTCDR Hester who announced at the lunch that he has been selected as a referee for the Olympics later this year in Beijing.

A HIGHLIGHT OF THE LUNCH WAS LISTENING TO THE GUEST SPEAKER ANDY LESLIE, PRESIDENT OF NZ RUGBY UNION AND FORMER ALL BLACK

LEFT: F/S Peter Richardson receives his award, for Sports Administrator of the Year, from Chief of Defence Force Lieutenant General Jerry Matepare.

BELOW: (LEFT TO RIGHT) Capt Anika Tiplady with Kylie Chandler and Eva Craig from Teamwear NZ.

BOTTOM: Andy Leslie (President NZRU).
Having recently competed and won the Auckland Regional regatta, Saturday 29th March 2008 at Lake Pupuke saw the Air Force Dragon Boat team compete in the National Dragon Boat Champs.

Pressure was already on the Air Force team to perform and prove that our smoking times from the Auckland Regionals were not typing errors. Top teams from the Wellington and Christchurch regions were there, like us to take the NZ national title.

Competition was fierce and we had to fight hard in every heat we raced throughout the day to secure a spot in the grand final. The coach fielded 4 different crews until the final where he had the hard task of deciding who was to race in that final. Normally a win is the ultimate goal to achieve, but our coach decided to add just a couple more goals for us to achieve.

1. Win the National Title.
2. Get a time under 2.30 mins.
3. Prove that we can field it with the best in the Open Division.

**THE CORPORATE CHAMPIONSHIP FINAL**

We were the first team out of the blocks and hitting the 250M we were in the lead. At the 400M mark crews on either side of us were gaining very fast. The 450M it was neck and neck. It’s over and the only way to describe the finish was blood, sweat and tears. Add a bit of pain a little bit of determination, mix it all together and you get winners. We’d like to thank our supporters, team mates and the Army Dragon Boat team for cheering us on in the final, just knowing that your comrades were there at the end to support and encourage you adds to the mixture, and the best thing of all was that we achieved all three goals.

We were fortunate to race all our races in the new DPRU sponsored boat with the new “Piki Ake” Step Up Air Force Logo plastered on it. A huge thank you to DPRU for the new racing tops with the new logo’s, they were like gold after our win with other teams asking if we’d like to swap. Sadly we had to decline as we need them for Hong Kong and next year’s nationals.

With the 2008 regional title and now a national title added to an impressive season we now have the daunting task of competing against the best from other countries at the 2008 Hong Kong International Dragon Boat festival in June. We go to Hong Kong not only representing the Air Force, but as a New Zealand representative team.

No rest for the wicked, after the nationals we got a week off training and then it’s back on the water for us. With daylight saving over we now train in the Base swimming pool. And yes for those people who inadvertently wander into the pool area on Mon and Wed nights, it is a real dragon boat tied up with 20 paddlers sweating away profusely and doing resistance training.

Our coach Ben Finau has set realistic goals for us and through his expert coaching and motivation we will achieve those goals. A big bonus for us is that he will be coming to Hong Kong with us to keep us on our toes, or in this case keep us in the boat. We are very fortunate to have Ben because not only is he coaching our Dragon Boat team but he is also the NZ Assistant coach for the Junior and Senior women’s teams in waka ama (Outrigger Canoeing). Those teams will be competing in the World Waka ama Sprints in Sacramento in early July this year therefore Ben is back in NZ for one week before he heads off again to another world event.

A report and update on Hong Kong will be featured in the June/July issue.

Once again we would like to thank the following for their support:

- Family and Friends; Base Auckland MT Section; Base Auckland Education Squadron; Base Auckland Camp Pack-up; NZ Army Dragon Boat Team; Navy Team; DPRU; Ben, Sugar and Maki Mauri Ora.
RESULTS: OPEN CHAMPIONSHIP FINAL  RACE 33 / 4.30PM

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RESULTS: CORPORATE CHAMPIONSHIP FINAL  RACE 34 / 4.45PM

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IT IS A GAME WHERE KICK OUTS ARE A WELCOME PART OF THE SPORT YET SPLASHING IS FROWNED UPON; THE UNDIES/TOGS DEBACLE IS NO LONGER A MOOT POINT ONCE IN THE WATER; AND A SHORT PERSON EXPERIENCES THE GREAT SPORTING LEVELLER – WATER.

While it can be a challenge in the highest order of physical exertion waterpolo remains a game that anyone, regardless of ability, can rise to.

Over 5 and 6 April 2008 RNZAF Base Ohakea hosted the annual Interbase Swimming and Waterpolo Tournament. The tournament was a double round robin between Bases and led to one of the most hotly contested tournaments of recent years.

The overall winner for the tournament was RNZAF Base Auckland, however it was so tight that it came down to a points countdown after which only five goals separated Auckland and Ohakea. Woodbourne also competed strongly and produced a plentiful supply of talented individuals to be watched in the future. Among the talent this year, PLTOFF Lachie Johnston (OH) won men’s player of the tournament, CPL Debz Goodwin (AK) won the women’s player of the tournament, and W/O Dave Dean (WB) won the sportsperson of the tournament.

In years gone by RNZAF Waterpolo boasted high numbers of participants and while it has ebbed in Air Force circles of late it is still a vibrant sport in New Zealand. As a testament to this, Hutt Waterpolo Club were invited to challenge the RNZAF and pitched their Senior Men against the RNZAF Team in an exhibition match on the Sunday. The score was respectfully confined to 9-5 in favor of our guests however the team from Lower Hutt was stacked. All players were either NZ Age Group or NZ Men’s Representatives with a player from Barbados and another from Texas for flavour. While we were in awe of the talents of this team we responded in kind by revealing not only our sporting ethos and way of life but our endeavors on behalf of NZ which these players could readily identify with.

With continued support the excellence in sport displayed could again be attained by RNZAF Waterpolo players. Evidently, from 2008’s interbase competition, RNZAF Waterpolo is again reeling from resurgence in players’ enthusiasm for the sport.

For more photos and details about the event visit Ohakea Waterpolo Intranet site: 
http://org/Ohakea/WaterpoloPages/WaterpoloHome.aspx

THE TOURNAMENT WAS A DOUBLE ROUND ROBIN BETWEEN BASES AND LED TO ONE OF THE MOST HOTLY CONTESTED TOURNAMENTS OF RECENT YEARS.
LEFT TO RIGHT: LAC Simon Turner, CPL Debz Goodwin, LAC Anthony Nansen-Moran from Auckland show their unbiased skills as the duty team.

Mr Mike Moohan a long standing tournament official and ex RNZAF Player; a well officiated match is a key element to the high standard of waterpolo.

Combined teams photo including Woodbourne, Auckland, and hosts Ohakea.

Goalie F/S Wizza Davidson (centre) gives words of wisdom to the Woodbourne team.

AC Andrew De Wit, with the ball.
1830 HRS THURSDAY 21 FEBRUARY
AND THE AUCKLAND CONTINGENT OF
THE RNZAF MEN’S AND WOMEN’S
SOFTBALL TEAMS ARE ON THEIR
WAY SOUTH TO CHRISTCHURCH
FOR THE 2008 RNZAF SOFTBALL
INTERNAL TOUR.

The Tour would see the men’s and women’s RNZAF Softball Teams circumnavigating the lower half of the South Island playing provincial teams and visiting local schools in support of Strategic Goal 2 and recruiting by presenting the RNZAF as a great place to work, play sport and ultimately as a career of choice. In all the tour consisted of 35 personnel, AC through to SQNLDR (plus 2 civilians) with an age span of 19 - 52 years and representing 12 different trades.

Right from the outset the tour was destined to be one to remember, particularly for some of the women’s team whose keen eyes spotted Shortland Street ‘mega TV star’ Dr Kip Denton in the ANZ departure lounge. After much finger pointing and whispering, only AC Kahla ‘Kahlua’ Tuffey, in her first season with the team, had the courage to ‘mob’ said actor and get a photo for her tour album. She was still buzzing four hours later when we finally arrived at Burnham Army Camp.

The next day saw the arrival of the rest of the tour squad members from Ohakea, Wellington and Woodbourne. Quick briefings by management late afternoon and then it was off to town to play Christchurch Premier Teams from the Albion Club. Both games were tightly fought with the difference ultimately being the sharp fielding of the Albion teams as a result of playing together weekly. The final scores: men 6-0, women 9-0 to the Albion teams. Both Air Force teams batted well (with the exception of Thommo the Men’s coach who subbed himself in to show us a thing or two about batting only to get struck-out). The games were exactly the shakedowns needed before heading on tour in earnest. The next stop was New Zealand’s penguin capital, Oamaru.

Arrival at Oamaru’s ATC hall gave both teams a good insight into the communal accommodation arranged for the tour. No need for stretchers though, as luck would have it the hall was also used by the Oamaru Gymnastics Club, plenty of fat-mats for all to sleep on. Quick showers (cold for the girls), and we were off to the Fire Station for a few beers and a BBQ with the North Otago Softball Association and the local volunteer Fire Service, our fantastic hosts for the Oamaru leg of the tour. A great night was had by all including a highly commendable effort in the local Southern Man Talent Competition which saw an RNZAF team coming 2nd overall in events such as speed shearing with a pulley powered stand, Guinness sculling and snail eating.

Next morning and the game faces were on. In front of a gathering crowd the women’s team took on Waitaki Girls while the guys played Waitaki Boys. Despite the fact that the Waitaki Boys in-field was bigger than ours, the RNZAF men had a good opening stanza and dispatched the team 11-1. Likewise the women played well,
winning the game 10-2. The form of the RNZAF Women continued into the second game against North Otago earning them a 9-9 draw against a very talented provincial team. In particular the women’s aggressive batting and base running stood out giving the coaches confidence in the team and their responsiveness to their sage advice leading into the rest of the tour. The men, having lost AC Jason ‘Roudy’ Thomas with a suspected broken ankle in the previous game, dug deep and in a game full of hits, won a 2¼ hr marathon game 16-11.

The next morning saw the first of many school visits. First up was CPL Aaron ‘Nemo’ Collier (and supporting crew) for an assembly speech at his old school Waitaki Boys. This was followed soon after by coaching sessions with the boys and girls teams at St Kevin’s and finally a pitching training session with a handful of Waitaki Boys students. Following these sessions and the compulsory distribution of BBQ cards and recruiting material, it was back on the road for HMNZS Tora in Dunedin.

Early morning Tuesday and we were off for three school visits in Dunedin. Kings High School, Otago Girls and Otago Boys, all of which saw keen young softballer’s eager to pick up a few pointers and skills from the RNZAF coaches and senior team members. One of the visits even got coverage on the local Channel 9 news as a great build up for the games against the men’s and women’s Otago provincial teams. These provincial games were expected to be the toughest faced on tour to date and they did not disappoint. In the women’s game it was a hard fought battle with the Otago women eventually coming out on top 5-1. Special mention in dispatches goes to women’s manager SGT Glenda Peri who came on in the early stages of the game due to injury and played extremely well, batting and fielding like a woman possessed.

The men’s game was highlighted by an Otago team consisting of nearly all left-handers including one of the top batters at the recent New Zealand Softball Provincial Champs and a NZ U19 representative playing at short-stop. Final score was 6-0 to Otago with notably only 2 earned runs gained (the other 4 where due to over-the-fence home runs by their big hitters). Much credit for this goes to the excellent calling by catcher SQNLDR Duane ‘Burn-Bum’ Butts and pitching of W/O Graham Chard. The RNZAF team also fielded particularly well in this game with only one error in the field. Following the after-match most of the team hit the town and caught up with the English Cricket team and a few of the Otago men’s team at a uni pub where we successfully challenged them to a few alternative games.

All in all Dunedin was a great stop on tour with potentially a couple of recruits in the years to come, great support from the Dunedin recruiting team and big thanks to HMNZS Tora for the use of their excellent facilities.

Next morning and we were on the road again heading for Gore where two ‘old boys’ CPL Chris ‘Cubie’ Cubitt and AC Bryce Hesselin, assisted by a couple of other young and fit tour members, put a class of Year 10 students through their paces in a good old fashioned PT class. Then it was back into the bus heading for the Army Garrison Club in Invercargill. The next day saw most of us participating in another three school visits (Southland Boys, Southland Girls and James Hargest College) consisting of coaching sessions, PT classes with ‘Cubie’s Crew’ and trade talks with interested students.

The last game of the tour was Thursday night against the Southland teams. The women faced some very tough competition with current and ex-Whitesox players in the Southland women’s team. Ultimately they lost 11-0 but not without some excellent batting from CPL Gemma Riley and F/S Shar Carson against an ex-Whitesox pitcher. The Men’s game was tight in the first 3 innings but too many stranded RNZAF runners and some big hitting by Southland in the latter stages, saw Southland taking control of the game and winning 11-3. Not all was lost however and the after-match function again saw the competitive spirits come out in both teams for the Boat-Races. Final score RNZAF Women 1 – 2 Southland Women, RNZAF Men 2 – 0 Southland Men.

Friday morning was an early start for all with the final school visit to Northern Southland College (my old school) in Lumsden. Some would say this was the best school visit and saw Cubie’s Crew at work again with the senior students and about 30 younger pupils keen to give softball a crack under the guidance of the RNZAF coaches and senior players. With the last of the BBQ cards and recruiting material handed out we then headed for a well earned rest and the return leg of the tour through Queenstown and Tekapo. Queenstown was definitely a highlight with ‘real’ beds for the first time on tour (for those that made it to bed), bungy-jumps for those that were keen and a good look around the establishments of New Zealand’s leading tourist destination.

All up it was a busy but hugely successful and enjoyable tour with us covering 1250 kilometres in 9 days aboard an eye-catching RNZAF bus for 10 school visits and 10 softball games against strong provincial teams. All personnel on tour did the RNZAF proud, happily and professionally promoting the RNZAF as a great place to work and play sport) in every town and school visited. Only time will tell how well we did in the recruiting stakes but it is without hesitation that I feel that all tour participants (and those back on the Bases who supported the tour) can feel proud of their input and involvement and can feel confident that there is a new generation of kids in the lower South Island seriously considering a career (playing softball) in the RNZAF.
NORTHERN EXPOSURE

Wicking fleeces, gloves, windproof jackets. Keirn running shoes, waxless skis and $C80.00 worth of underpants (not shown this photo).

**WGCDR FRANK DYER**

$40.00 dollars for a pair of underpants – you’re kidding! No, we weren’t in a Calvin Klein store in New York but rather a Nordic ski shop in Edmonton, Canada. Simon and I looked at each other in disbelief but just at that moment a cross country skier came in and said, ‘if you guys buy nothing else you need to buy those, unless you want to be doubled over at the end of the day holding your groin.’ Having immediately decided forty Canadian dollars was a great investment for a specialized pair of thermal windproof underpants I seized the pack and Simon grabbed one off the shelf as well. How did we get in this situation? Well, when it is over 1200 kilometres to the nearest beach and the snow stays on the ground for seven months of the year sometimes it is best to embrace the cold so the two Engineers on the C-130 Project decided to set themselves a challenge; SQNLDR Simon Williams would compete in a Winter half marathon and WGCDR Frank Dyer would complete a cross-country ski race. Simon’s race was aptly named the ‘Hypothermic Half’ and mine was a famous ski race called the Birkebeiner. The Canadian Birkebeiner is named after the two Norwegian Birkebeiner warriors who, in 1206 during a civil war in Norway, rescued the infant Prince (and heir to the throne) and carried him on skis over two mountain ranges. Today the Birkebeiner cross-country ski race is run each year in three countries (Norway, USA and Canada) as an acknowledgement of these Birkebeiner warriors and attracts skiers from all over the world. It was fortunate that in Canada this race happens to be run in Edmonton. The ultimate Birkebeiner is to carry a pack of 5.5 Kg to simulate the weight of the child Prince. Having decided I was probably carrying that weight anyway without the pack I forwent that option and entered in the 31 kilometre event. After purchasing a pair of ex-rental skis and boots I trained at night after work. It was always dark (dark around 4.30pm) however there was usually enough light to make out where you were going. The nearest trail is only a few minutes drive from our house and I was comfortable there was no native wildlife there to give this Kiwi boy a scare. There are lit trails in some areas around the city which are groomed very well and provide more challenging hill work. To cross-country ski you use a combination of a step and a gliding action. There is some technique to doing this and while I have downhill skied for many years I found this type of skiing quite different. As the race day loomed up I pushed the distances out although this produced other problems. After one 20 kilometre session one day I got to the car very dehydrated to find, of course, that the water had frozen in the bottle. At the finish the race starts out across a frozen lake then moves to a long uphill section early on winding its way into the native American Blackfoot Reservation forest area. With the hills I was counting on around 4 - 4.5 hours to complete it. While I had been training for many weeks in an average of minutes 15 to minutes 20 degree Celsius temperatures, race week produced extremely cold temperatures (even for Edmonton). With temperatures in the minus forties and wind-chill in the minus fifties inevitably, the day before the race, it was announced that due to the extreme temperatures it had to be cancelled. This has only happened once before in the race’s history (due to lack of snow). After months of training I was extremely disappointed but the temperature was predicted to be -44 Celsius (it was actually measured the next day on the race trail as -46) and the organizers stated it was just too dangerous for both racers and volunteers. There were 600 volunteers (2000 skiers) required to run the race so a lot of people would be running the risk of frostbite. Oh well, Simon was running his race the next week so all I could do was put my skis away and switch into support mode for him.

**SQNLDR SIMON WILLIAMS**

While the WGCDR was gliding towards his Birkebeiner goal I started training towards my Hypothermic half marathon. The event is held in the middle of February, typically the coldest period of winter in Edmonton, I was always a keen Auckland and Wellington runner but nothing prepared me for the cold, snow and ice associated with winter running here. I started running on the treadmill in early December but it wasn’t until after Christmas that I attempted my first run on a -20˚C night. An hour and a half later, having only planned to be out for an hour, I arrived back home very cold looking like an arctic explorer with icicles on my eyelashes. It was time to go and buy some gear. I quickly discovered that my issue running shoes weren’t up to the job. The roads and majority of paths are covered in snow and ice for the duration of the winter and my issue shoes were neither insulated against the cold nor equipped with sufficient grip for the conditions. So I invested in a pair of winter running shoes, gortex-lined to prevent frostbite caused either by snow entering the shoe and melting against a warm foot or by sweat freezing against a foot unable to breathe. They also have a unique wide tread pattern specially designed for running in winter conditions. I continued to train after work and at the weekends in the frigid January temperatures up until the race weekend. Given the bitterly cold temperatures that cancelled the Birkebeiner the week before, it was quite a surprise that the race day was scheduled for a balmy -3˚C. The race was run in a residential area of Edmonton and the warmer temperatures had thawed and refroze the snow making conditions treacherous. There were sections of sheet ice, thick thawing snow and then some clear areas. This meant having to constantly transition between snow, ice and tarmac. As a novice winter runner I found this very hard going and the final six kilometres were pretty cruel as I started to run out of steam. So I was very pleased to see the finish line and though I didn’t break any records I was satisfied with a time of 2 hours 15 minutes. So the Engineer challenge had mixed results but showed the extreme conditions nature can provide up here. Overall it was a great experience and good to have a physical challenge during the dark winter months.
NZQA AUDIT
The RNZAF Training Group was audited by the New Zealand Qualifications Authority in January and met all requirements of the audit standard. The NZQA audit provides Training Group with an external health check and the opportunity to benchmark performance against industry standards. According to the audit report’s closing statement; “RNZAF Training Group is providing a sound and stable training environment, is operating in a highly effective manner, and is maintaining clear and accurate records. Staff and trainees expressed a high level of satisfaction and respect for the training.” Training Group personnel as a whole can be justifiably proud of this achievement and the recognition that they are part of an organisation that is able to meet all aspects of the industry standard.

NZIM DIPLOMA FOR W/O PROMOTION COURSE
The benchmarking of the W/O Promotion Course is complete with 9 of 11 papers in the NZIM Diploma in Front Line Management available as credits for the course. The last two papers will be able to be studied through NZIM or providers accredited to NZIM. The revised agreement is expected to be signed by the middle of the year. All graduates of the course will have their credits automatically registered with NZIM.

AIRCRAFT SERVICING COMPETENCY LOG
A SAP workorder has been developed for electronically recording workplace competencies towards the National Certificate in Aircraft Servicing. This certificate applies to the Aircraft, Armament and Avionic trades. Instructions on raising this workorder can be found on the Qualifications Recognition intranet site. See the intranet address below.

DRIVING UNIT STANDARDS
Unit standards are now being awarded through Tranzqual ITO for GTW driving license and endorsement courses for Class 2, Class 4, Class 5, Dangerous goods and Fork hoist.

SAFETY AND SURFACE
The benchmarking is complete and has been approved by the Aviation, Tourism and Travel Training Organisation. The workplace competency logs to record skills are under development and should be ready for use by August.

NZIM DIPLOMA IN MANAGEMENT CREDITS
Whitireia Polytechnic in Wellington has offered credits towards the NZIM Diploma in Management for SNCOs. These credits are based on the training, skills and experience gained in becoming a SNCO or W/O. Whitireia also offer courses in the remaining three papers from their Wellington city campus. Further information on this opportunity is contained on the Qualifications Recognition intranet site as stated below.

For more information see the Qualifications Recognition intranet site at: RNZAF/Woodbourne/Training/TGHQ/Qualifications Recognition or contact W/O Michael Naus, Air Force Qualifications Officer at Training Group Headquarters phone 346 7817.
PHOTO COMPETITION

1ST

2ND

www.airforce.mil.nz
James and Phil were delighted to receive the prizes (a signed copy of Bee Dawson’s history of RNZAF Hobsonville, a copy also went to our collection at Classic Flyers). James has spent much of his RNZAF career at Whenuapai and Phil spent some of his career at Hobsonville. One of the Archive Crew spent a lot of time at Hobsonville and will be going up for the reunion.

The Chief Judge, Mr Bill Hodges, and his assistant Ms April Stark, found the standard of photography was very high and the photos in this section were extremely well presented.

Bill Hodges is a well known photographer throughout New Zealand and has judged for a number of years. April Stark, who is an experienced photographer, also is involved with the evaluation of photography and is a member of the Tauranga Photographic Society’s Evaluation Panel.

There were 80+ entries and the organisers were very pleased with the number of entries and the high quality of entries. The most photographed aircraft in New Zealand this summer had to be the Red Checkers. We had a number of entries depicting the Red Checkers from various locations. Photographs of the Red Checkers were even entered in a local Photographic Club competition.

The winner of the Military Class, who was also awarded third place and judged to have the “Best Photograph of an RNZAF Aircraft” is James Jeffery. James is a Sergeant at No.40 Squadron in Whenuapai and joined the RNZAF in 1996. He has been based at Whenuapai, and Woodbourne during his career. James took the photographs while he was based in Kyrgyzstan on Operation Tui, in 2003.

Second placegetter, Phil Rowse joined the RNZAF in 1965 and during his four years of service was based in Wigram, Hobsonville, Woodbourne and Whenuapai. He was an ‘Aircraft Finisher’ painting the external surfaces of aircraft and applying anti-corrosive coatings. Phil’s photograph is of the wings of an ex RNZAF Corsair in Asplin’s Yard at Rukuhia in 1967. Phil was on leave at the time and visited the yard.

The winner of the Champion Print has a family connection to the RNZAF. Senior Constable Barry Shepherd won the Champion Print award with a photograph of the Lion Rescue helicopter on Mount Ruapehu, in January this year. Barry has been a police officer in Taupo for 25 years and is a member of the Ruapehu Alpine Rescue Organisation. The RNZAF senior photographer who organised the RNZAF Photographic Exhibition at Classic Flyers, LAC Sam Shepherd, is Barry’s son. Sam joined the RNZAF as a photographer four and a half years ago and has been based at Whenuapai for the past 8 months.
**FAREWELLS AND EVENTS**

**BASE AUCKLAND**
- **AC R. DEY**
  Enlist: 13-09-05
  Terminate: 26-05-08
  No.6 Squadron
- **LAC D.G. HYDE**
  Enlist: 13-01-04
  Terminate: 15-05-08
  Fire Section
- **F/S L.J. PURIRI**
  Enlist: 11-09-79
  Terminate: 27-04-08
  MWG

**BASE OHAKEA**
- **FLTLT M.J. CHRISTIE**
  Enlist: 04-10-04
  Terminate: 26-05-08
  OSWOH
- **F/S S.R. ELLERY**
  Enlist: 08-01-85
  Terminate: 20-04-08
  ESSOH
- **LAC R. McINTYRE**
  Enlist: 12-11-07
  Terminate: 02-05-08
- **A/SGT J.R. OPIE**
  Enlist: 30-09-97
  Terminate: 17-06-08
  LSSOH

**WELLINGTON**
- **SqnLdr D. SAUNDERS**
  Enlist: 01-12-05
  Terminate: 21-04-08
  DLC, Air Staff
- **GpCapt P. G. RANDERSON**
  Enlist: 15-07-74
  Terminate: 31-07-08
  Air Staff

**WOODBOURNE**
- **FLTLT L. SMITH**
  Enlist: 03-08-07
  Terminate: 13-04-08
  RMIT

**WELCOME BACK**
The RNZAF extends a warm welcome to the following re-enlisted personnel:
- **SGT A.K. BENNIE**
  Enlist: 01-04-08
  OHAKEA
- **SqnLdr D. A. WOODHOUSE**
  Enlist: 17-04-08
  ATS

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**THE ROYAL NEW ZEALAND AIR FORCE E-ZINE**

AVGAS

The new e-zine that celebrates all the good news within the RNZAF.
AVGAS is for all those things we said we would do and have done it. It’s for you to tell the rest of us about an idea you had to make the RNZAF a better place to live, work or play and then see that idea come to fruition.

So if you have a story to share, the process is simple: Just send your photo / picture / diagram and a few quick words to your Flight Commander and if they decide to share your good news with the wider Air Force they will forward it to the AVGAS point of contact: Anna.sussmilch@nzdf.mil.nz. So start sending in all your good news!

AVGAS….the real good stuff.

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**REUNION WARNING ORDER!**

"60 YEARS ON"

A reunion for all who served with the Regular Force Cadet School

Initial preparations are now underway to hold the above reunion at Arena Manawatu, Palmerston North, during Labour Weekend 24 – 26 October 2008.
The reunion is open to all ex-cadets, ex-cadet staff, and their wives or partners. Widows of ex cadets also welcome.

Please contact the following association committee members to indicate your interest and to request further information.

**SECRETARY: TRISH HEIKOOP**
Ph: (09) 577 4306  E: heikoop@xtra.co.nz

**TREASURER: DON ROLLE**
Ph: (09) 298 8176  E: donald_rolle@clear.net.nz

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**30 SQDN**

40TH ANNIVERSARY

28TH NOVEMBER 2008

Contact Maureen Kettle at Email: kettle.klan@paradise.net.nz for more information

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**NAME CORRECTIONS**

In the April/May 08 edition of the Air Force News the photo title on page 4, ‘Citations and Medals’ F/S Wizza Davidson’s surname is misspelt as Davies. Similarly in the February 08 issue F/S A. Te Wano’s name is misspelt in the Departures section. Apologies to both of you.
ON 31 MARCH.

TRUST BOARD’S APPROVAL Of THE HISTORY GALLERY REDEVELOPMENT PROJECT PROPOSAL, WORK BEGAN project since the Museum was formally opened downstairs, and is the first major development of the upstairs BAe Gallery and the History Gallery. The project will result in a complete transformation following the RNZAF Museum after some months of planning.

MAJOR MAKE-OVER

AFTER SOME MONTHS OF PLANNING FOLLOWING THE RNZAF MUSEUM TRUST BOARD’S APPROVAL OF THE HISTORY GALLERY REDEVELOPMENT PROJECT PROPOSAL, WORK BEGAN ON 31 MARCH.

The project will result in a complete transformation of the upstairs BAe Gallery and the History Gallery downstairs, and is the first major development project since the Museum was formally opened in 1987. Many of the displays have remained unchanged since then. Sam Doyle of Heyday Productions Ltd in Wellington is the design consultant and project manager, and the project will run through to late September when the new galleries will be fully reopened to the public. In the meantime, and wherever possible and safe to do so, temporary access will be provided to give visitors a view of work in progress over the coming months. The displays in both the upstairs and downstairs spaces have now been deinstalled in preparation for building works which will begin in early May. The most dramatic change will be the cutting of a large hole in the concrete floor upstairs which will ultimately house a replica Sopwith Pup from the collection, and provide a clear linkage between both spaces. Once the contractors have completed their work the extensive job of installing the new displays will occur. This will feature a centrally-located timeline downstairs in the new History Gallery which will provide the exhibition’s backbone. It will contain text and imagery about significant milestones in the development of New Zealand’s military aviation. Accompanying this will be new, modern cabinets containing personal stories and artefacts, as well as dioramas and large format graphic panels. Some old favourites are being incorporated into the new design, and there will be greater use of dramatic lighting and audiovisual material which will be presented in some very innovative ways.

This is an exciting and challenging project for the Museum in 2008, and will deliver an impressive visitor experience. We will deliberately not be revealing much of the new development, and readers will have to wait until closer to completion to see what it will look like. Better still, you will have to come and see for yourself!

Museum Acquires Rare Lace Panel

DAVID WATMUFF
COLLECTIONS MANAGER, AIR FORCE MUSEUM

Between 1942 and 1946, after two years of design development, thirty eight precious lace panels were manufactured by Dobsons & M Browne & Co. Ltd in England to commemorate the Battle of Britain, and to be a tribute to all those who fought to save Britain in its time of need. After the 38 panels were produced the jacquards (looms) were destroyed. Panels were given to King George VI, Sir Winston Churchill, various RAF units, Westminster Abbey, the City of Nottingham (where the panels were woven), the City of London and personnel from Dobsons & Browne. Panels were also gifted to New Zealand, Canada, Australia and South Africa because of their national contributions to the RAF during the Battle. Each panel is 4.5 metres long and 1.62 metres wide, and is made of fine Egyptian cotton with a silk backing.

These panels are iconic and highly valued by those institutions that possess them, such as the RAF Museum. For some 13 years since opening in 1987 in its current facility, the Air Force Museum had displayed the only Battle of Britain lace panel in New Zealand which it had obtained on loan from the National Museum (now Te Papa). In 2000 it was required to be returned to Te Papa for resting.

In early January an approach was made to the Museum from the United Kingdom to gauge our interest in acquiring one of these rare panels. The RNZAF Museum Trust Board approved the purchase of this panel in February and the task of getting it safely to the other side of the world followed. Because of the fragility of the lace a textile conservator was tasked to inspect and package it to make sure that it did not get damaged in transit. The panel arrived at the Museum on 31 March 2008 where it is currently awaiting addition to the collection.

This acquisition is a very special one given the rarity and value, both historical and monetary, of the panels. There are now two in New Zealand, with the Museum being the proud owner of one of them. However, because of the size of the panel and other projects going on at the Museum at this time, it is not intended to display it in the short term. Whilst we would like to showcase it as soon as possible, there are a number of issues to consider first such as the best method of display and a suitable display location given its large size. Because of the delicacy of the lace it cannot be submitted to continuous exposure to light and heat which rules out permanent display. That stated, we will come up with a workable solution in due course that will allow visitors to our museum to view this incredible artefact.

The panel arrived at the museum to view this incredible artefact. That stated, we will come up with a workable solution in due course that will allow visitors to our museum to view this incredible artefact.

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NOTICE TO ALL AIR PERSONNEL

3 Squadron Annual Reunion

Period_20 June 2008 1600 local to 20 June 2008 2359 local
Traffic_IFR/VFR Purpose_Good times Subject_“There we were…”
Who_3 Sqn Association Members And Guests
Location_Manawatu Aerodrome_Ohakea

Tickets include dinner, handle or glass with 2008 design, a couple of drinks, and a good catch up with past and present Squadron personnel. There will be a cash bar, and limited accommodation is available on Base.

Register interest (REGISTRATIONS CLOSE 13 JUNE 2008) and secure your $25 ticket now by contacting: FG0FF Kane Sanson
Email: kane.sanson@nzdf.mil.nz Phone: 06 3515 712

COME ALONG AND TELL US ABOUT WHAT YOU GOT UP TO WITH THE FIGHTING THIRD......